

Message Text

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ORIGIN DOTE-00

INFO OCT-01 EUR-12 ISO-00 FEA-01 ACDA-10 CEQ-01
CIAE-00 EPA-04 HEW-06 HUD-02 INR-07 INT-05 L-03
NSAE-00 NSC-05 NSF-02 OIC-02 PA-02 PM-05 PRS-01
OES-07 SP-02 SS-15 TRSE-00 USIA-15 /108 R

DRAFTED BY JRBURKE:DOT/NHTSA:60237

APPROVED BY AKORKY:EUR/RPM

WPIPER/DOT

-----091152 031248Z /43

P R 030306Z SEP 77

FM SECSTATE WASHDC

TO AMEMBASSY PARIS PRIORITY

AMEMBASSY THE HAGUE

INFO USMISSION NATO

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USOECD

E.O. 11652: N/A

TAGS: CCMS, SENV

SUBJECT: CCMS ROAD SAFETY FOLLOWUP - ECMT QUESTIONNAIRE
ON SAFETY BELTS

ACTION ADDRESSEES PLEASE DELIVER THE CONTENTS OF THIS
MESSAGE TO THE DESIGNATED INDIVIDUALS:

FOR EMBASSY PARIS, TO BERNARD MAMONTOFF AND CHRISTIAN
GERONDEAU, 34 AVENUE MARCEAU.

FOR OECD, TO ECMT ROAD SAFETY COMMITTEE SECRETARIAT.

FOR THE HAGUE, TO C.L.A. HEIJSTER, DIRECTION DE LA
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SECURITE ROUTIER, MINISTERE DES TRANSPORTS, KANALWEG 3,
THE HAGUE.

REFERENCE ECMT DOCUMENT CS/5R(77)2 REVISED, DATED 19 APRIL,
1977 "QUESTIONNAIRE ON THE EFFECTS OF WEARING SAFETY BELTS"
NOT TO ALL. FOLLOWING ARE ANSWERS TO QUESTIONS BY NATIONAL
HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) FOLLOWING

FORMAT AND SEQUENCE OF QUESTIONNAIRE:

A. LESIGLATION

1.A. NO

B. NOT APPLICABLE (N/A)

C. JANUARY 1, 1968 - FEDERAL MOTOR VEHICLE SAFETY
STANDARD (FMVSS) 208 REQUIRES THAT CARS MANUFACTURED AFTER
SEPTEMBER 1, 1973, MUST HAVE INTEGRAL LAP AND SHOULDER
BELTS, 3 POINT SYSTEM. (SEE 3.A.)

D. N/A

2.A. NONE

B. N/A

3.A. STANDARD SEAT BELTS IN ALL POSITIONS EXCEPT DRIVER
AND RIGHT FRONT PASSENGER WHERE 3 POINT COMBINED LAP AND
SHOULDER BELT ARE REQUIRED. INERTIAL REELS APPROVED
WITH 3 POINT LAP AND SHOULDER BELT SYSTEM.

B. YES. FMVSS 209.

C. N/A.

4.A & B. YES - BY FMVSS 209 AND COMPLIANCE TESTING.

5.A, B, & C. N/A

B. INTRODUCTION AND APPLICATION OF THE PERTINENT
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PROVISIONS:

6. N/A

7.A, B, C, D, & E.: N/A.

C. EFFECTS OF THE RULES:

8. YES. WEARING OF SAFETY BELTS CLEARLY REDUCES RISKS
OF FATAL ACCIDENTS ACCORDING TO ALL OUR STUDIES.

9.A.:

1970	54,845	10,140	800	2,345	-?-34,820	6,740
1971	54,624	9,840	820	2,610	-?- 34,230	7,124
1972	56,529	10,245	1,115	2,190	-?- 35,220	7,039
1973	55,759	9,774	1,017	3,292	-?- 33,670	8,006
1974	46,629	8,263	987	3,420	-?-26,750	6,209
1975	46,032	8,259	911	3,206	-?- 27,220	6,436
1976	46,700	8,300	900	3,000	-?- 27,670	6,830

INCLUDES MOTORBIKES AND ALL OTHERS

--NOT AVAILABLE

9.B.:

,970	2,000,000	160,000	38,000	-?-	-?-	-?-	1,802,000
1971	2,000,000	150,000	40,000	-?-	-?-	-?-	1,810,000
1972	2,100,000	120,000	40,000	-?-	-?-	-?-	1,940,000
1973	2,000,000	120,000	40,000	-?-	-?-	-?-	1,840,000
1974	1,800,000	120,000	40,000	-?--	-?-	-?-	1,640,000
1975	1,800,000	110,000	40,000	-?-	-?-	-?-	1,650,000
1976	1,800,000	100,000	40,000	-?-	-?-	-?-	1,660,000

INCLUDES MOTORBIKES AND ALL OTHERS

-B- NOT AVAILABLE

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9.C.: REMARK FOR 9.A.: SOURCE 1970-1975 DIVISION OF VITAL STATISTICS NATIONAL CENTER FOR HEALTH STATISTICS, DHEW; 1976 NATIONAL SAFETY COUNCIL ESTIMATES. ALL FIGURES ARE MOTOR VEHICLE (TRAFFIC AND NONTRAFFIC) FATALITIES WHICH OCCUR WITHIN 1-YEAR FOLLOWING DATE OF ACCIDENT.

TRAFFIC FATALITIES 30-DAY DEATH DEFINITION ARE AVAILABLE ONLY FOR 1975 AND 1976 AS FOLLOWS: USING SAME FORMAT AND SEQUENCE AS ABOVE:

1975	44,500	7,520	1,000	3,180	-?-	26,860	5,940
1976	45,130	7,330	910	3,240	-?-	27,160	6,490

INCLUDES MOTORBIKES AND ALL OTHERS

-?- NOT AVAILABLE

REMARK FOR 9.B.: FIGURES ARE DISABLING INJURIES (DISABLING FOR AT LEAST 1-DAY) AND ARE NATIONAL SAFETY COUNCIL ESTIMATES.

9.D. N/A

10.A & B. N/A

D. MISCELLANEOUS QUESTIONS:

11. NO.

12. YES. WE HAVE ONGOING OR PLANNED STUDIES TO: IMPROVE COMFORT AND CONVENIENCE OF ACTIVE AND PASSIVE BELTS; SURVEYS OF SAFETY BELT USAGE TO ASSESS EFFECTIVENESS OF RELATED FEDERAL STANDARDS; ASSESS THE EFFECTIVENESS OF
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SAFETY BELT EDUCATIONAL MATERIALS DEVELOPED BY NHTSA;
ASSESS ATTITUDES TOWARD POSSIBLE SAFETY BELT USAGE LAWS;
DEVELOP AND TEST BELT SYSTEMS THAT ARE MORE PROTECTIVE IN

CRASHES; OBTAIN DATA ON SEAT BELT PERFORMANCE OF PRODUCTION SYSTEMS; DETERMINE EFFECTIVENESS OF SEAT BELT SYSTEMS, BOTH FORCE LIMITED AND AIR BELT SYSTEMS, IN FULL SCALE CAR CRASH TESTS USING DUMMIES AND CADAVERS; DEVELOP AND EVALUTE FORCE LIMITING SYSTEMS.

KEY COMPLETED STUDIES AS FOLLOWS:

"MOTIVATING FACTORS IN USE OF RESTRAINT SYSTEMS." REPORT DOT-HS-800-585, SEPT. 71;

"BROADCAST MEDIA IN HIGHWAY SAFETY: SYSTEMATIC ANALYSIS OF THE EFFECTS OF MASS MEDIA COMMUNICATION ON HIGHWAY SAFETY." REPORT DOT-HS-800-629, DEC. 71;

"EVALUATION OF THE EFFECTS OF A SEAT BELT EDUCATION PROGRAM ON ELEMENTARY SCHOOL CHILDREN IN LOUDOUN COUNTY, VIRGINIA," REPORT DOT-HS-800-766, NOV. 1972;

"SOURCES AND REMEDIES FOR RESTRAINT SYSTEM DISCOMFORT AND INCONVENIENCE," REPORT DOT-HS-801-277, NOV. 1974;

"COMFORT AND CONVENIENCE ANALYSIS OF ADVANCED RESTRAINING SYSTEMS," REPORT DOT-HS-801-712, AUGUST 1975;

"EFFECTIVENESS OF SAFETY BELT WARNING AND INTERLOCK SYSTEMS," REPORT DOT-HS-800-859, APRIL 1973;

"SEAT BELT USE INDUCING SYSTEM EFFECTIVENESS," REPORT DOT-HS-801-503, APRIL 1975;

"SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY," REPORT UNCLASSIFIED

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DOT-HS-801-594, MAY 1975;

"A STATISTICAL ANALYSIS OF SEAT BELT EFFECTIVENESS IN 1973-75 MODEL CARS INVOLVED IN TOWAWAY CRASHES," REPORT DOT-HS-802-035, SEPT. 1976;

"SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY," REPORT

DOT-HS-801-957, AUGUST 1976;

"EFFECTIVENESS OF VARIOUS SAFETY BELT WARNING SYSTEMS,"
REPORT DOT-HS-801-953, JULY 1976;

"PASSIVE VS. ACTIVE SAFETY BELT SYSTEMS IN VOLKSWAGEN
RABBIS: A COMPARISON OF OWNER'S HABITS AND ATTITUDES,"
REPORT DOT-HS-801-958, AUGUST 1976;

"ANALYSIS OF COMFORT AND CONVENIENCE FACTORS IN IMPROVED
RESTRAINT SYSTEMS," DOT-NHTSA-SAFETY RESEARCH LABORATORY
TECHNICAL REPORT, NOV. 1976.

13. N/A. HOWEVER, INSURANCE COMPANIES FAVOR MANDATORY
SEAT BELT LAWS AS WELL AS PASSIVE RESTRAINT SYSTEMS AND
INDICATE REDUCED PREMIUMS IF EITHER FULLY IMPLEMENTED.

14. ADDITIONAL REMARKS:

LAWS REQUIRING MANDATORY WEARING OF SAFETY BELTS IN THE
U.S. MUST BE APPROVED BY EACH OF THE 50 STATES. SO FAR NO
STATE HAS PASSED A MANDATORY LAW AND THE PROSPECT FOR
PASSAGE IN ANY STATE DOES NOT APPEAR PROMISING.

IN RECOGNITION OF THIS SITUATION AND THE LOW USAGE RATE
(APPROXIMATELY 20 PERCENT) OF BELTS IN THE U.S. PLUS THE
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LIFE-SAVING POTENTIAL AND OTHER CONSIDERATIONS, DOT
SECRETARY ADAMS MADE A DECISION IN JUNE 1977 THAT NEW
PASSENGER CARS MUST BE EQUIPPED WITH AUTOMATIC CRASH
PROTECTION (AIRBAGS OR PASSIVE SAFETY BELTS) AT ALL FRONT
SEAT POSITIONS ACCORDING TO THE FOLLOWING SCHEDULE:

ON SEPT. 1, 1981, CARS WITH WHEELBASES GREATER THAN
114 INCHES;

ON SEPT. 1, 1982, CARS WITH WHEELBASES GREATER THAN
100 INCHES;

ON SEPT. 1, 1983, ALL PASSENGER CARS.

THIS DECISION IS AN AMENDMENT TO FMVSS 208 "OCCUPANT CRASH
PROTECTION."

THIS PROMULGATION IS SUBJECT TO REVIEW BY CONGRESS.

END ANSWERS TO QUESTIONNAIRE.

WE ARE SORRY FOR LATENESS OF REPLY IN VIEW OF MAY 31,
1977 DEADLINE. HOWEVER, WE DID NOT RECEIVE THE
QUESTIONNAIRE UNTIL JULY 5, 1977. SINCE IT WAS IN FRENCH,
IT HAD TO BE TRANSLATED AND REPRODUCED BEFORE WE COULD

BEGIN WORK ON THE REPLY AND GENERATE THE REQUIRED STATISTICS. WE HOPE THE U.S. INFORMATION CAN BE INCLUDED IN MR. HEIJSTER'S PRESENTATION AND REPORT TO THE ECMT ROAD SAFETY COMMITTEE MEETING SEPTEMBER 22 AND 23 IN PARIS. ADDITIONAL MATERIAL WILL BE HAND CARRIED TO MR. HEIJSTER AT THE SEPT. 22 AND 23 MEETING BY THE U.S. DELEGATE.

QUESTIONS OR REQUESTS FOR CLARIFICATION SHOULD BE DIRECTED TO JOHN R. BURKE, NHTSA, U.S. DEPARTMENT OF TRANSPORTATION CHRISTOPHER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: SAFETY, EQUIPMENT, PUBLIC OPINION POLLS
Control Number: n/a
Copy: SINGLE
Sent Date: 03-Sep-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE211963
Document Source: CORE
Document Unique ID: 00
Drafter: DOT/NHTSA:60237
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770320-0242
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
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Legacy Key: link1977/newtext/t19770998/aaaadexr.tel
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Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: aa3dfb4d-c288-dd11-92da-001cc4696bcc
Office: ORIGIN DOTE
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 6
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 17-Nov-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1389336
Secure: OPEN
Status: NATIVE
Subject: CCMS ROAD SAFETY FOLLOWUP - ECMT QUESTIONNAIRE ON SAFETY BELTS ACTION ADDRESSEES PLEASE DELIVER THE CONTENTS OF T
TAGS: SENV, CCMS
To: PARIS THE HAGUE MULTIPLE
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/aa3dfb4d-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009